Evaluation of Current Methodology to Determine Traffic Concurrency
Task Work Order No. 20
Study Purpose

- Assess Miami-Dade County’s current Transportation Concurrency Program
- Identify Amendments to Comply with Legislative Changes
- Recommend Alternative Approaches
Study Advisory Committee

- County Planning staff
- Planners Technical Committee, representing all of the municipalities in Miami-Dade County
- Miami Dade Transit
- MPO
Concurrency Assessment Inputs

**Stakeholder Input**
- Improve consistency, equitability, & predictability
- Support multimodal approach
- Fund transit operations
- Consider regional perspective
- Consider Land Use Patterns
- Consider economic development impacts
- Foster Greater Coordination

**New Legislation**
- HB 7207 “The Community Planning Act of 2011”
  - State role
  - Local control
  - Transportation concurrency made optional, if retained:
    - consult FDOT on amendments affecting the SIS
    - Calculation of proportionate share contributions revised

**Best Practices**
- Cities of Miami, Hialeah, and Jacksonville, FL
- Cities of Bellingham and Redmond, Washington
- Alachua, Pasco, and Orange Counties, FL
- Montgomery County, Maryland
- King County, Washington
## General Principles for Effective Concurrency

<table>
<thead>
<tr>
<th>Principle</th>
<th>Miami-Dade</th>
<th>Multimodal Concurrency</th>
<th>Mobility Fees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comprehensive Plan-based and supportive of anticipated infill</td>
<td>2</td>
<td>3</td>
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<tr>
<td>Is multi-modal</td>
<td>2</td>
<td>3</td>
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<tr>
<td>Ties revenue generation to planning objectives</td>
<td>1</td>
<td>3</td>
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<tr>
<td>Receptive to transportation demand management strategies</td>
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<td>3</td>
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<tr>
<td>County-wide and compatible with municipal governments.</td>
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<td>2</td>
<td>3</td>
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<tr>
<td>Based on accepted transportation planning and engineering principles and Florida law</td>
<td>2</td>
<td>3</td>
<td>3</td>
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<tr>
<td>Understandable for local development project evaluation</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Does not require significant additional data collection</td>
<td>3</td>
<td>2</td>
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<tr>
<td>Is equitable</td>
<td>0</td>
<td>3</td>
<td>3</td>
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<tr>
<td>Ease of implementation or update</td>
<td>3</td>
<td>1</td>
<td>2</td>
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<tr>
<td>Readily explainable to elected officials and public</td>
<td>2</td>
<td>1</td>
<td>1</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>20</strong></td>
<td><strong>25</strong></td>
<td><strong>26</strong></td>
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</table>

*Scale: 0-3, where 0 = Does not meet the principle at all & 3 = Completely meets the principle*
Scenario Development – Multimodal Concurrency

- Utilizes Multimodal Person-Trips
- Concurrency Service Areas (CSAs) are created
- CSAs fit within three Land Use Patterns:
  - Urban Area
  - Transition Area
  - Rural Area
- Demonstration example for the City of Coral Gables:
  - Additional person-trip capacity is available
Scenario Development – Multimodal Concurrency

Benefits:

- Basis to award credit for non-auto trips
- Allows more person-trips before the concurrency threshold is tripped
- Adjusts impact fees to reflect actual costs of development
- Utilizes a trip length multiplier to account for land use patterns
- Thorough, innovative and defensible approach

Challenges:

- Effort and cost to modify existing procedures
- Reluctance to change
Scenario Development – Mobility Fees

The Changing Landscape

EVALUATION OF THE MOBILITY FEE CONCEPT

FINAL REPORT

November 2009

Prepared for
Florida Department of Community Affairs
Florida Department of Transportation

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JOINT REPORT ON THE MOBILITY FEE METHODOLOGY STUDY

Submitted to the President of the Florida Senate and the Speaker of the Florida House of Representatives, pursuant to Section 13, Chapter 2009-96 Laws of Florida, the Community Renewal Act

Prepared by
Florida Department of Transportation
Florida Department of Community Affairs

December 1, 2009
Scenario Development – Mobility Fees

- Promotes compact, mixed-use, and energy-efficient development
- All new development subject to fees
- “Base cost” established for each housing type
- Base cost is linked to Land Use Patterns (Outer Edge, Transition, Urban)
- Analysis determines proximity to respective modal networks
- Fee is adjusted accordingly
Benefits & Challenges

❖ Benefits:

♦ Serves other public purposes, including:
  ♦ Economic development and tourism
  ♦ Promotion of “smart growth” and reduction of sprawl
♦ Can be implemented using existing data sources and tools
♦ Reflects the true transportation costs of all development, regardless of location

❖ Challenges:

♦ Effort and cost to modify existing procedures
♦ Reluctance to change
Alternatives

1) **Keep the Current Program**
   - Update to match new legislation
   - Roadway + transit capital funding only

2) **Minimal Changes**
   - Expand impact area
   - Calculate peak-directional capacity
   - Incentivize development near transit

3) **Alternative Approach**
   - Apply multimodal concurrency
   - Use mobility fees in lieu of impact fees
   - Account for land use patterns
Evaluation of Impacts by Alternative

Seven Evaluative Factors:

1. Program implementation and methodology
2. Traffic improvement
3. Transit operations
4. Implementation of bicycle and pedestrian facilities
5. Capital, maintenance and operating costs
6. Jurisdictional boundaries
7. Monitoring

Summary

<table>
<thead>
<tr>
<th></th>
<th>Average Impact to the Community</th>
<th>Average Impact to the Developer</th>
<th>Average Impact to the Agency</th>
<th>Average Impact by Factor</th>
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Scoring: -1 = negative impact, 0 = no impact, 1 = positive impact
# Recommendations – Plan Amendments

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<th>CDMP Component</th>
<th>Keep Current Program</th>
<th>Minimal Change</th>
<th>Alternative Approach</th>
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</table>
Recommendations – Action Plan for Alternative Approach

1. Determine service areas & mobility fee zones
2. Identify facilities & determine person-trip capacity
3. Determine person trips available by area/zone
4. Calculate mobility fees
5. Determine credits and weights
6. Develop strategies for expenditure of funds
7. Update CDMP & LDRs
Next Steps

- Use recommended framework for further stakeholder discussion on transportation concurrency

- Additional focus on:
  - Institutional issues
  - Costs
  - Effort required to implement the recommended changes